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Production and marketing administration
Shipping and storage branch

PROGRESS REPORT

SEPT. 30, 1946



COVERS ONLY THOSE COMMODITIES
HANDLED BY THE SHIPPING AND
STORAGE BRANCH ...

This copy for use of

Mr. N. E. Dodd, Under Secretary

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SHIPPING AND STORAGE BRANCH DIRECTORY

Washington, D. C.

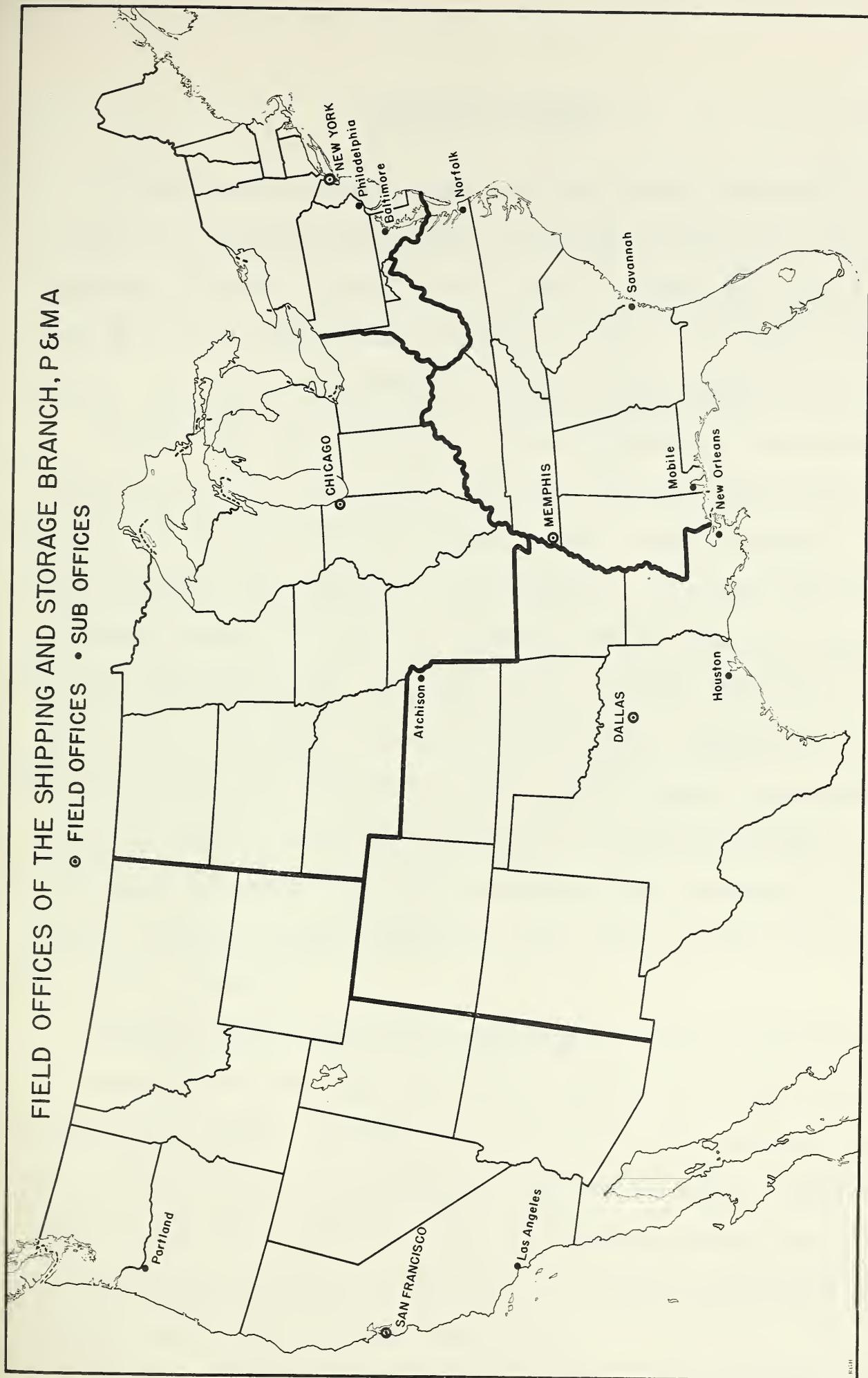
Director	H. O. Warlick
Deputy Director	E. A. Levi
Deputy Director	C. R. Rodwell
Assistant Director	B. S. Soleau
Administrative Division	David Smith, Acting Chief
Claims Division	F. H. Hankes, Chief
Field Operations Division	H. B. Collings, Chief
Inventory Accounting Division	A. J. Moore, Chief
Maintenance Division	T. T. Clifford, Chief
Program Operations Division	C. E. Raeder, Chief
Shipping Division	G. H. Cheely, Chief

Field Offices

Northeast	W. Van Bokkelen, Chief 150 Broadway, Room 1502 New York 7, New York
Midwest	F. C. Johnson, Chief 5 South Wabash Ave., Room 1316 Chicago 3, Illinois
Southern	H. T. Anderson, Chief Falls Bldg., Room 910 Memphis 3, Tennessee
Southwest	O. M. Bowen, Chief 426 Wilson Bldg. Dallas 1, Texas
Western	P. J. Pingatore, Chief Pacific Bldg., Room 553 821 Market Street San Francisco 3, California
Natural Cooler Facility	D. V. Case, Manager P. O. Box 476 Atchison, Kansas

FIELD OFFICES OF THE SHIPPING AND STORAGE BRANCH, P&MA

◎ FIELD OFFICES • SUB OFFICES



SEPTEMBER IN REVIEW

The nationwide maritime strike and lower program commitments caused a reduction in Shipping and Storage Branch export operations during September. Declines occurred in the amount of commodities ordered to programs, in the number of cars arriving at ports, and in total cars lifted. Activities remained heavy, however, under domestic programs.

The maritime strike halted all lifting operations at some ports during the period of the dispute. At other ports the interruption proved less severe. The work stoppage caused the AAR to embargo all ports, however, from September 5 to September 23. The most serious difficulty arose at New Orleans, Galveston, and San Francisco where all car unloading ceased. Galveston had to reconsign shipments to Beaumont and Lake Charles, and San Francisco placed commodities in commercial storage. In addition to creating other shipping emergencies, the strike made it temporarily necessary to discontinue shipment of live animals to ports. With the resumption of work, forwarders were urged to expedite lifting operations so that ships in berth could clear port before October 1.

Lowered shipping commitments constituted the other important factor in reduced export operations. September being the last month of the quarter, the balances remaining to be shipped for most programs were smaller than the quantities during the previous two months. UNRRA engaged in only limited activity. It had considerable funds tied up in unfilled requisitions, and an analysis was necessary to determine where refunds could be made or monies transferred.

The Branch continued in September to move most of its shipments

direct from vendors to shipside rather than through intermediate warehouses. As in August, 74 out of every 100 cars traveled direct. During the month the Branch increased the percentage of commodities stored in warehouses close to ports or in pier storage. Eighty-nine percent of September shipments from warehouses originated in Field Offices having port facilities. In August the percentage stood at 85.

The Program Operations Division completed work on frozen meat programs for foreign claimants. It ordered the balances of frozen, cured, and canned meats held in reserve for military needs. The Division also worked on commitments for 14,000 tons of Maine Irish potatoes purchased by the Belgian Government. Other export activities included use of Savannah for export of live animals, commencement of flour shipments to Afghanistan, and planning in connection with resumption of the Puerto Rican School Lunch program.

During the month Division representatives initiated shipment of all holdings of fresh potatoes in commercial storage. Potatoes stored at the Natural Cooler Storage at Atchison, Kansas are moving to Section 32 outlets. The Division referred for sale or non-program use all overage commodities for which programs have not been established. Reconciliation work on delivery records progressed satisfactorily.

The Traffic Control Unit of the Shipping Division continued its close surveillance over shipments to ports of exit. Its operations included the halting and slowing down of shipments into New Orleans, Galveston, and Lake Charles until congested conditions cleared. The Division also maintained a control on the movement of fresh potatoes to processors' plants. This prevented congestion and eliminated the possibility of embargoes. Where necessary, Shipping representatives

secured permits to use refrigerator cars for moving potatoes to alcohol plants. They also obtained permission to ice cars to protect potatoes consigned to School Lunch program outlets.

During September the livestock car situation became critical. In several instances the Shipping Division had to seek assistance from the ODT in order to obtain sufficient equipment. An acute shortage of box-cars also developed. By contrast, however, refrigerator equipment was in surplus.

At the Natural Cooler, shipping and storage activities increased. During the month the Cooler received for temporary storage 245 cars of commodities and shipped out 142. At the end of September it had 1,098 cars, equal to 20,000 tons, in storage. This helped considerably to alleviate the critical commercial cold storage situation prevailing in the Midwest during the month.

Reconditioning and recoopering of stocks amounted to slightly more than 8 million pounds. The bulk of the work occurred in the Northeast and Midwest. The South and West needed to recooper or recondition but small quantities, and the Southwest none. Dairy and poultry activity more than doubled during the month and accounted for more than 7 million pounds of the total. The frozen egg packaging operation which began in August at the Bronx Terminal Market, New York City, neared completion at the end of September. In this operation the Branch utilized packaging material on hand for over two years and previously considered to be in excess of needs. The only appreciable decline in reconditioning occurred in grain products. Grain product fumigation, however, exceeded 24 million pounds during the month. More than ninety percent of this work occurred in the Southwest and the remainder in the South.

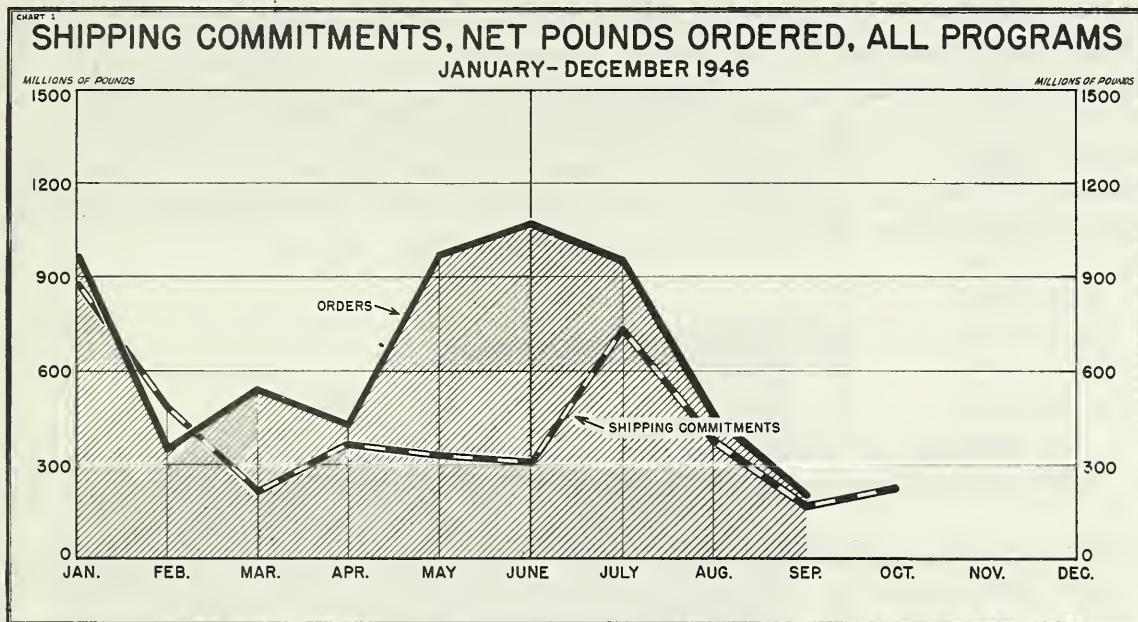
The Claims Division achieved its September 30 goal of bringing the number of claims on hand below the 5,000 mark. By the end of the month it had only 4,107. This total contained but 570 claims still unsettled from an original backlog of more than 30,000. The other remaining claims represented a current case load. The Division continued to negotiate with the Atlantic Coast Line Railroad for an agreement providing automatic settlement of transit livestock claims at a percentage of commodity cost. Such a settlement would parallel those already reached with the Chesapeake & Ohio Railway Company, and the Baltimore & Ohio Railroad Company.

The Field Operations Division reached an agreement with the Navy Department concerning respective financial obligations in connection with demurrage and accessorial expenses incurred against FAS procurements from the Navy. The Division also assisted in negotiation of the contract with the Belgian Government covering the sale of Maine potatoes. It likewise issued a revised instruction on the preparation, execution and distribution of storage contracts, performance bonds, and storage contract amendments, and completed work on a Warehousemen's Guidebook. The Guidebook will be available for distribution soon.

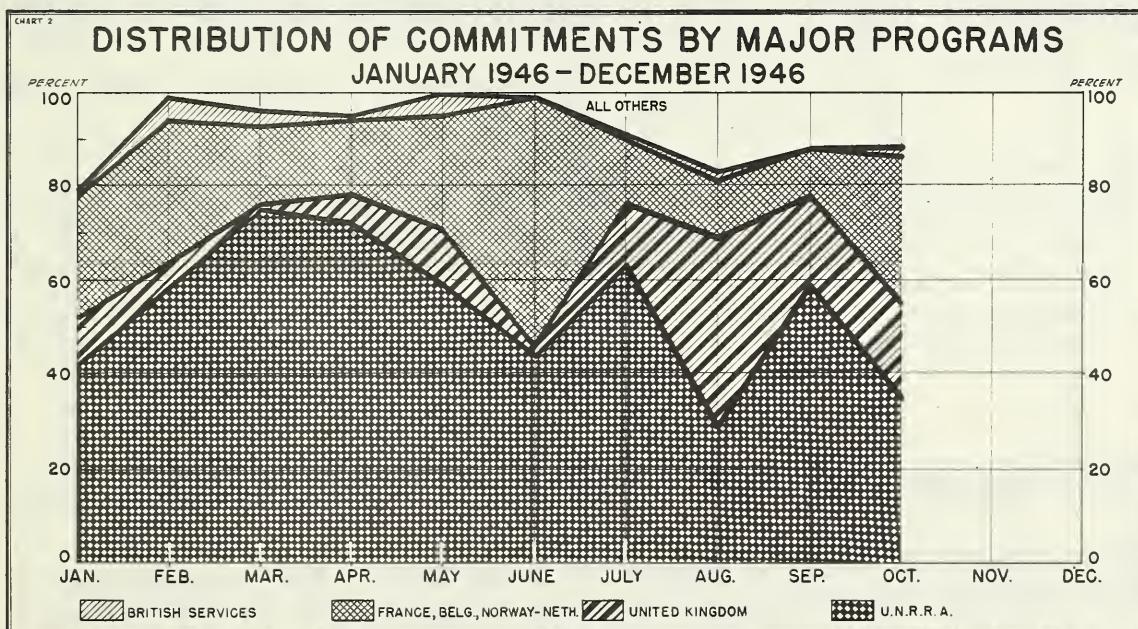
In line with budgetary requirements, the Branch further reduced its personnel during September. The reductions necessitated the abandonment of some functions and the consolidation of others.

SHIPPING COMMITMENTS

Program shipping commitments for October, as known on September 30, amounted to approximately 227 million pounds. The October commitments



stood 62 million pounds above the previous month's figure of 165 million. (See Chart 1.) They remained, however, below August.



For October as in September, the commitments for UNRRA exceeded

those of any other program. The UNRRA commitments equaled 35 percent of the October total. In September they aggregated 59 percent, in August 29 percent, and in July 63 percent. (See Chart 2.) Commitments to the United Kingdom reached 20 percent in October as against 19 the previous month. They totaled 40 percent in August and 13 percent in July. The percentage committed to the French, Belgian and Netherlands programs increased sharply for the month and equaled 31 percent. It had been 10 percent in September, 12 percent in August, and 14 percent in July. The British Services received 2 percent of the October commitments. In September they had none, in August 2 percent, and in July less than 1 percent. The total of all other programs amounted to 12 percent in October, the same as in September. These programs received 17 percent in August and 9 percent in July. The bulk of their percentage continued in October to represent commitments for the Army.

NET ORDERS TO PROGRAMS

The total volume of commodities ordered ^{1/} to all programs during September aggregated approximately 200 million pounds. (See Chart 1.)

September orders against UNRRA commitments approximated 73 million pounds. They comprised 37 percent of the month's total volume. In August, orders for UNRRA amounted to 39 percent of the total, and in July to 44 percent. (See table.) September orders for the United

Percentage Distribution of Net Orders to Programs

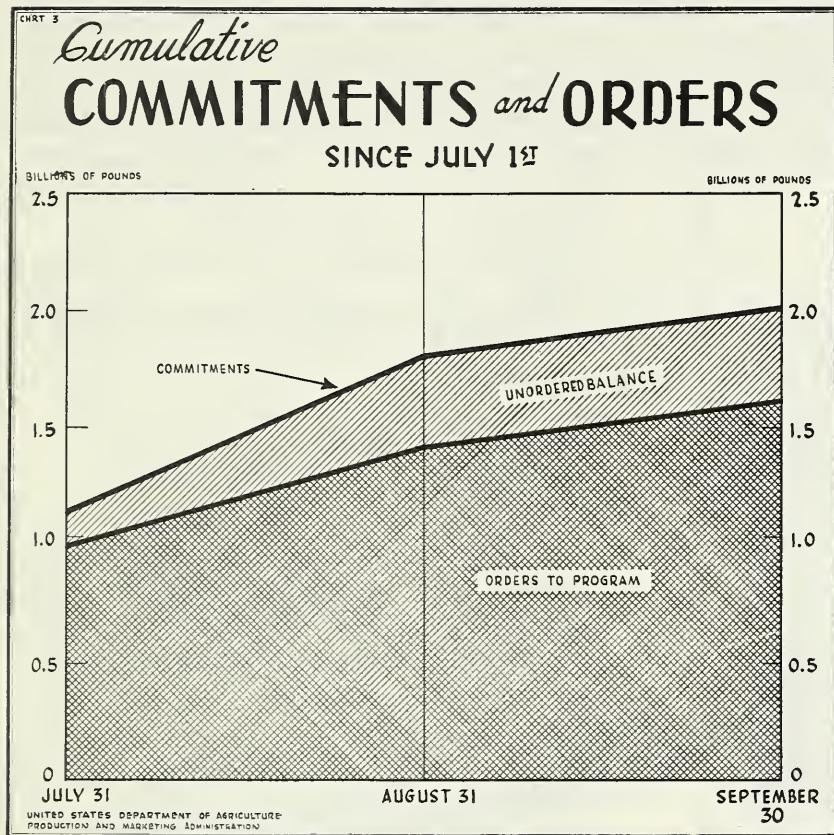
	September 1945 - September 1946				
	UNRRA	United Kingdom	France, Belgium Norway, Netherlands	British Services	All Others
Sep. 1945	15%	10%	13%	30%	32%
Oct.	28	5	15	49	3
Nov.	32	23	30	8	7
Dec.	38	21	23	6	12
Jan. 1946	52	14	14	2	18
Feb.	19	15	38	4	24
Mar.	46	16	28	2	8
Apr.	69	5	13	4	9
May	59	3	33	2	3
Jun.	44	12	12	*	32
Jul.	44	27	14	1	14
Aug.	39	24	5	*	32
Sep.	37	5	17	1	40

* Less than 1 percent.

Kingdom ran to about 10 million pounds or 5 percent. They aggregated 24 percent in August and 27 percent in July. Net orders to the French,

^{1/} Represents documentary orders placed with vendors and warehousemen by Field Offices during September. Does not necessarily measure deliveries actually accomplished during the month.

Belgian and Netherlands programs climbed from 5 percent in August to 17 percent in September. They also exceeded July's 14 percent. The total commodities ordered to these programs during the month equaled almost 35 million pounds. Orders for the British Services and Colonies surpassed 1.5 million pounds, 1 percent of the total. In July their proportion had been about 1 percent, and in August less than 1 percent. The September amount for all other programs stood at nearly 80 million pounds and constituted 40 percent of the month's aggregate. The majority of these orders represented commodities for the Army.



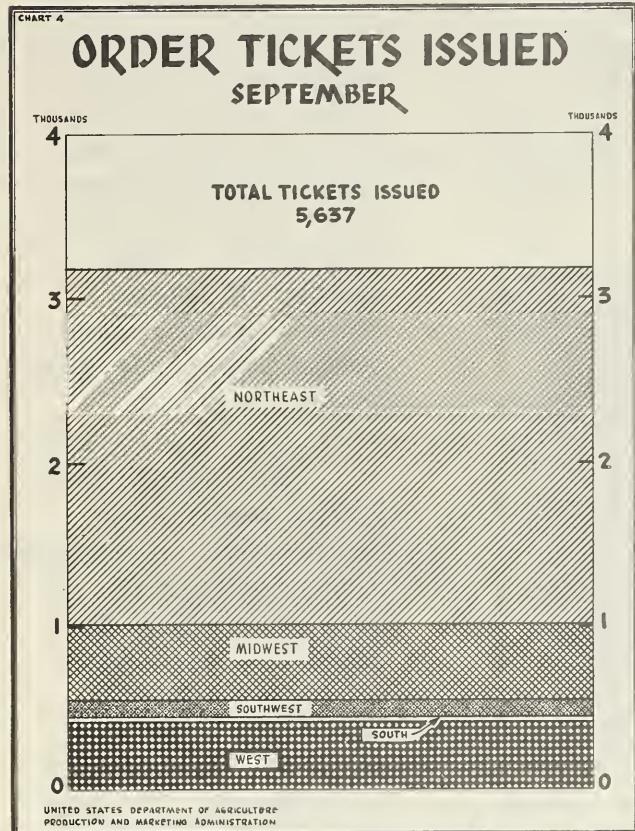
The total distribution of net orders for the period January through September 1946 was UNRRA 48 percent, United Kingdom 14 percent, France, Belgium, Norway and Netherlands 19 percent, British Services 2 percent, and

all other programs 17 percent.

Cumulative shipping commitments for the current fiscal year totaled 2.04 billion pounds as of September 30, 1946. Cumulative orders amounted to 1.64 billion pounds by the same date. (See Chart 3.) The actual differential was not as great as the data would seem to indicate. The commitment figure is for the period July through October while the orders cover fiscal year operations only up to the end of September.

ORDERS TO SHIP

September order tickets totaled 5,637. In August they aggregated 9,326. All areas declined in September except the West which registered a gain. (See Chart 4.)



In volume of orders issued, the areas ranked in the same order as in August. The Northeast led, followed by the Midwest, Southwest, South, and West. The Northeast had 3,185 orders compared to 5,024 in August. The Midwest issued 1,029 as against 1,681 the previous month. The total for the Southwest stood at 550 in comparison to 1,434, and for the South 449 as against 792. The West rose from 395 in August to 424 in September.

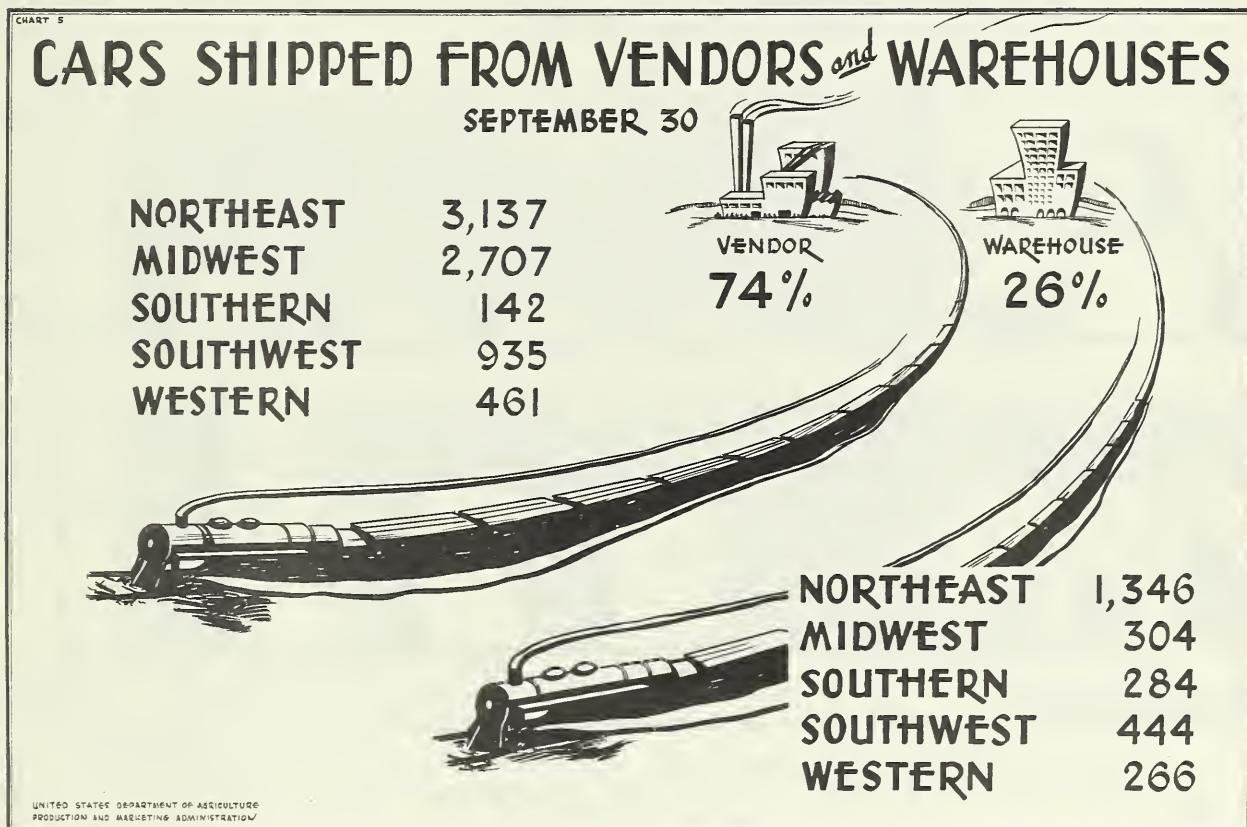
In percentage of total orders issued, the Northeast had 57 percent in contrast to 54 in August. The Midwest again issued 18 percent. The Southwest had 10 percent compared to its previous 15, and the South 8 percent as against 9. The Western percentage almost doubled, rising from 4 in August to 7 in September.

COMMODITY MOVEMENTSShipments from Vendors

The number of cars shipped from vendors in September totaled 7,382. In August shipments aggregated 14,772. While the September volume ran considerably below that of the immediately preceding months, it ranked fairly close to the figures for March and April. Of total shipments from vendors and warehouses, the percentage of cars traveling direct from vendors remained the same in September as in August. Seventy-four out of every 100 cars continued to travel direct. The Northeast again led all other areas in shipments from vendors. The other areas followed in the same order as in the previous month, Midwest, Southwest, West, and South. The Northeast made 3,137 shipments or 42 percent of the total. The Midwest made 2,707 or 37 percent, the Southwest 935 or 13 percent, the West 461 or 6 percent, and the South 142, the remaining 2 percent. (See Chart 5.)

Shipments from Warehouses

Shipments from warehouses aggregated 2,644 in September. For August they totaled 5,145. The August volume had, however, been higher than that of any of the 7 preceding months. The only area to gain during September was the Southwest, which made 444 shipments, 17 percent of the month's total. All others showed declines. In volume the Northeast led the areas with 1,346 shipments or 51 percent of the total. The Midwest and South made 304 and 284 shipments respectively, each about 11 percent, and the West 266 shipments or 10 percent. (See Chart 5.) The Branch continued to store commodities in warehouses close to port. Of the total September warehouse shipments, 89 percent originated in Field Offices possessing port facilities.

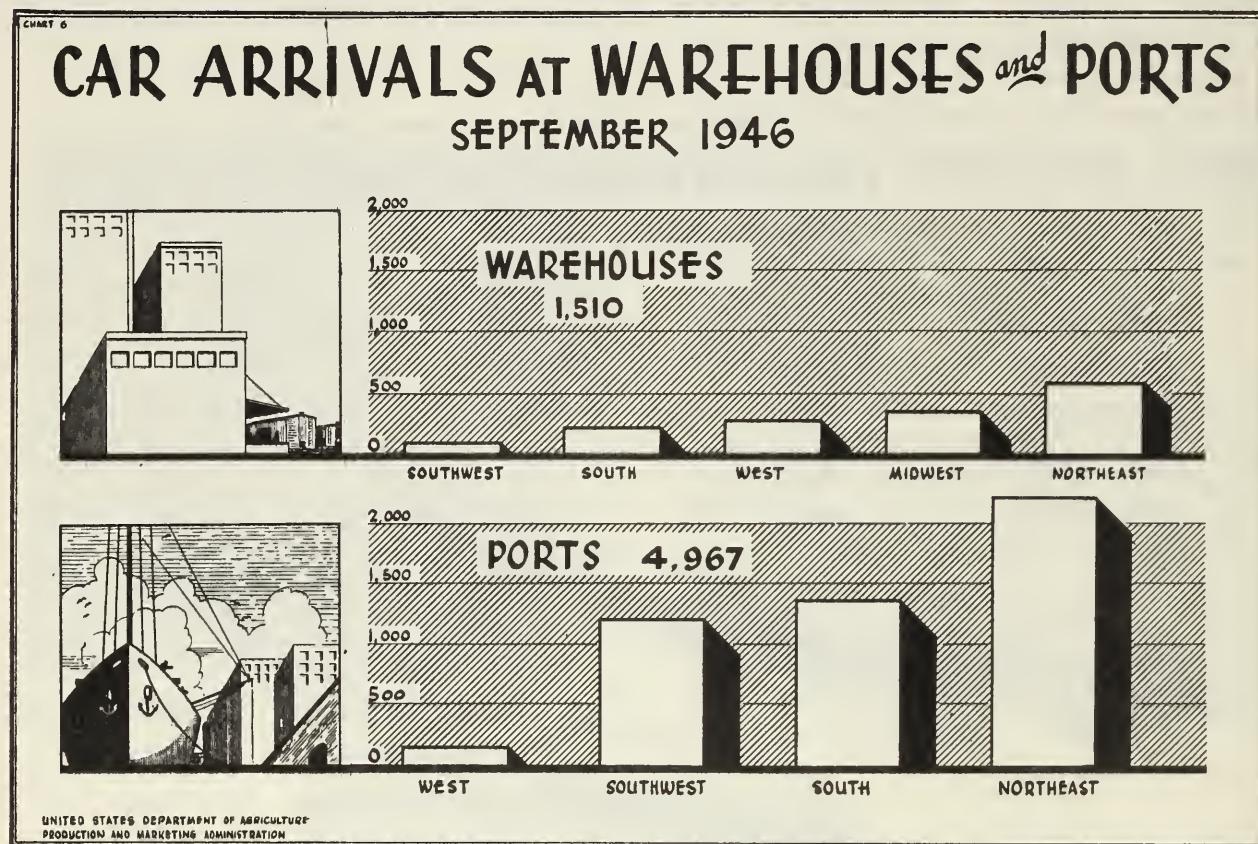


Reconsignments

There were 2,921 cars reconsigned in September. In August the total amounted to 5,403. The Northeast with 1,639, as against 2,520 in August, continued to have the largest number. The Southwest again stood second with 1,007 compared to 2,372 the previous month. The South retained third position. It had 178 against its previous 302. The West rose from 40 and last place in August to 94 and fourth position in September. The Midwest, fourth in August with 169, had 3 in September. In percentage of the total, the Northeast had 56 percent, the Southwest almost 35 percent, the Midwest less than 1 percent, the South 6 percent, and the West 3 percent.

ARRIVALSWarehouses

Cars unloaded at warehouses totaled 1,510 during September. (See Chart 6.) The Northeast which led all other areas in August maintained first place with 576 arrivals during the month. The Midwest unloaded 337 cars, the West 275, the South 220, and the Southwest 102.

Ports 1/

Because of the maritime strike, fewer cars arrived at ports during September than in August. The port arrivals totaled 4,976 car loads.

The Northeast again topped all Field Offices. It received 2,238 cars compared to 3,358 in August. (See Chart 6.) New York with 1,858 cars ^{2/} continued to lead all ports in the country. Baltimore received 242 cars and Philadelphia 138.

^{1/} No ports in the Midwest.

^{2/} Also received 46 shipments on trucks, lighters, and barges.

The ranking order of the other areas was South, Southwest, and West. In August the Southwest preceded the South. During September the South received 1,355 ^{1/} cars compared to 2,288 the previous month. Newport News led the area with 833 cars. Savannah rose above August with 248. Gulfport, with none in August, had 125, Mobile had 112, and Norfolk 37. The Southwest followed the South closely. Compared to 2,675 arrivals in August, it received 1,233. New Orleans had 357 cars and Galveston 344. Lake Charles, with none in August, had 236, and Beaumont climbed to 179. Houston's total was 117. September arrivals at Western ports totaled 150 compared to 820 the previous month. Portland received 117 and San Francisco 33. No arrivals were reported at Los Angeles.

At the end of the month there were also 336 cars en route to ports. Fifty-seven percent or 190 cars were in transit to the Northeast. Sixty-eight cars were moving to the South, 64 to the Southwest, and 14 to the West.

Domestic Outlets And Programs

In addition to the arrivals at warehouses and ports, several hundred cars were shipped during the month to commercial and Section 32 outlets under price support programs.

Arrivals FOB Destination

The Branch also handled at ports and warehouses 1,978 cars of commodities acquired on a delivered basis ^{2/} and not covered by PMA bills of lading. The Southwest received 1,107, the South 456, the West 301, and the Northeast 114.

LIFTINGS 2/

The number of cars of commodities lifted totaled 4,622 ^{3/} in September. August liftings amounted to 11,360 cars. Because of the maritime strike all Field Offices loaded fewer cars aboard vessels than during the preceding month. The Northeast led in September liftings followed by the Southwest, the South, and the West. The Northeast loaded 1,758 cars compared to 3,982 in August. The Southwest handled 1,453 cars as against 2,648 the previous month, the South 1,183 ^{4/} compared to 3,482, and the West 228 in contrast to 1,248.

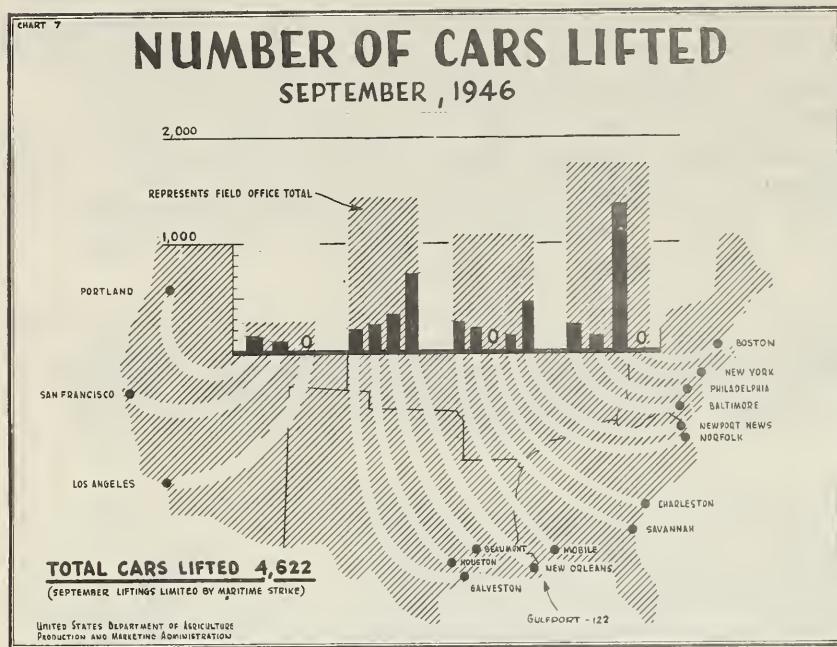
1/ Does not include 10,121 head of livestock which arrived at Newport News or 1,260 head which arrived at Savannah.

2/ Does not include liftings of Basic Commodities.

3/ Lifted but not included in the above totals were 81,540,000 pounds of CCC bulk wheat, 11,191,413 pounds of CCC cotton, and 60,000 pounds of CCC oats, all at New Orleans.

4/ Does not include 7,401 head of livestock lifted at Newport News or 2,383 head lifted at Savannah.

New York, with 1,382 cars, again ranked first among the ports. New Orleans followed with 726. Newport News had 464, Beaumont 322, Mobile 261, Baltimore 244, Houston 213, Savannah 206, Galveston 192, Philadelphia and Portland, Oregon 132 each, Norfolk 130, Gulfport 122, and San Francisco 96. (See Chart 7.)



Twenty-nine percent or 892 of the September cars were at ports in the South. Twenty-six percent or 815 cars were in the Northeast, 24 percent or 763 cars in the Southwest, and 21 percent or 665 cars in the West. Thirty vessels were loading cargo at the close of the month.

In addition to cars lifted, the Field Offices reported that at the end of September there were 782 cars on track and 2,353 on pier storage, a total of 3,135. The number as of the end of August totaled 3,802.

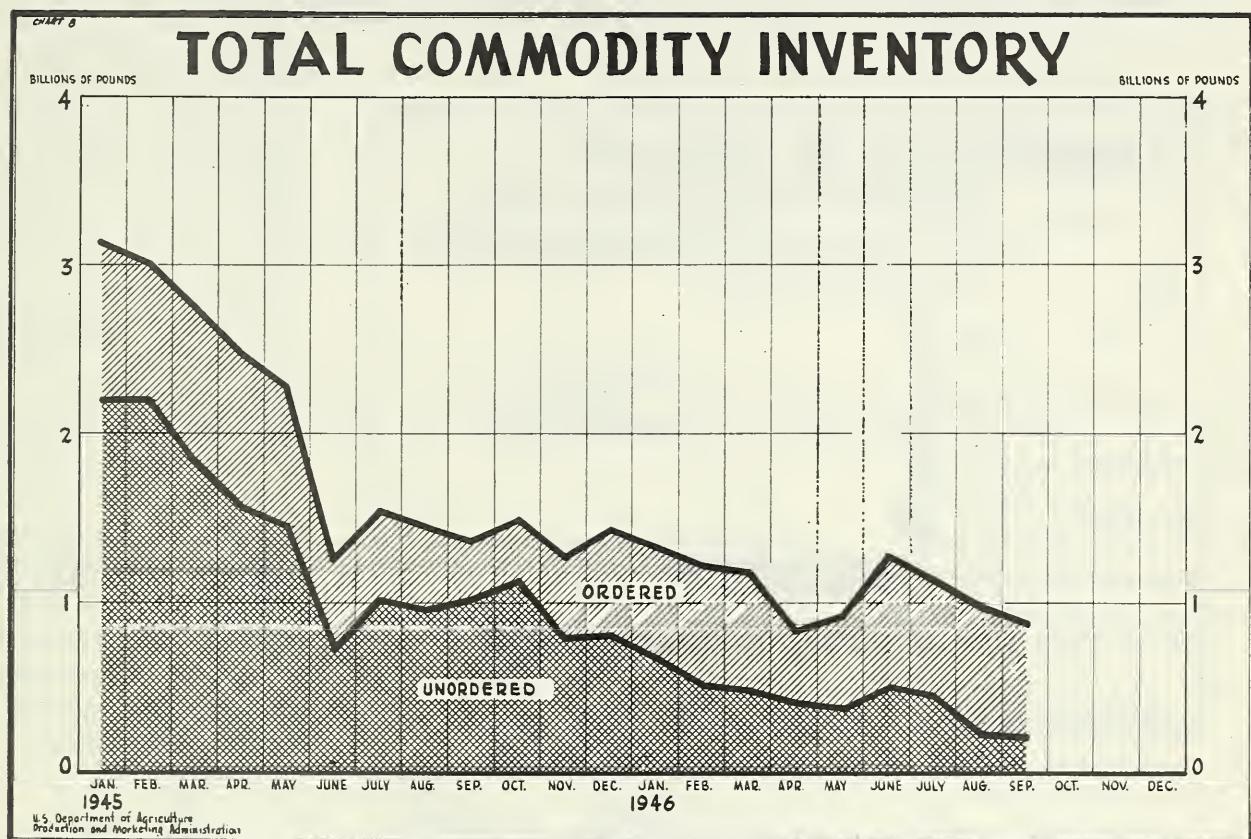
COMMODITY INVENTORY 1/

Commodities ordered to programs in September to fulfill commitments approximated 200 million pounds. Total CCC-owned commodities, which aggregated 976 million pounds on August 31, amounted to 877 million pounds 2/ at the end of September. September was next to the lowest month of the calendar year. The decline from August amounted to 99 million pounds. The drop below July's total of 1,154 equaled 277 million pounds. For the calendar year, September stood closest to April and May which had 840 and 913 million pounds respectively. By comparison, June had 1,271 million pounds, March 1,185 million, February 1,222 million, and January 1,336. September also ran well under the inventory on the corresponding date a year ago when the total amounted to about 1,363 million pounds. (See Chart 8.)

1/ Basic Commodities - wheat, oats, rye, barley, corn and cotton - are excluded from the totals reported.

2/ Data for September, 1946 is preliminary and subject to later revisions.

The ordered portion of the total inventory decreased 64 million pounds during the month. This part of the total, which represents supplies moving to programs as well as commodities referred for sale and other non-program use, totaled 670 million pounds compared to 734 million in August. The ordered portion was lower than that of any other month since May. It stood, however, well above the September, 1945 total of 347 million pounds.



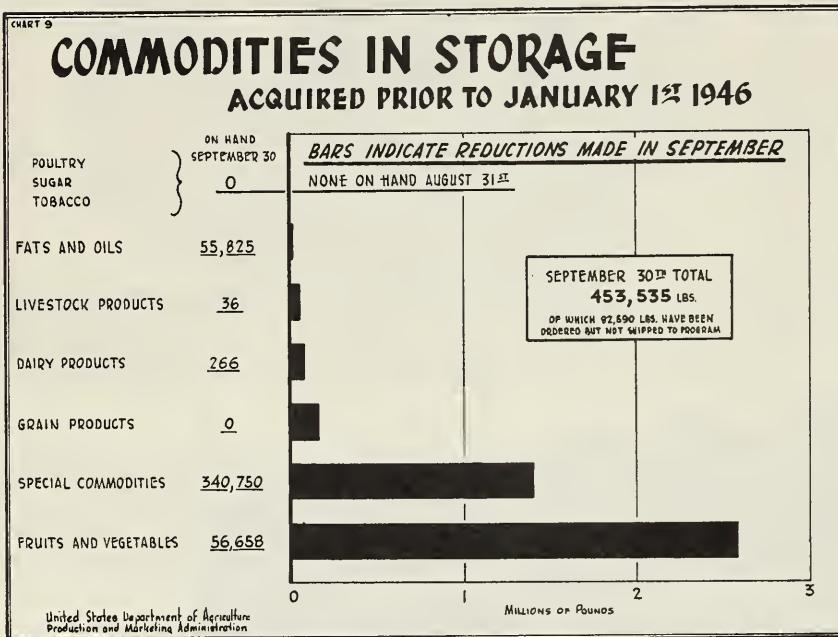
The unordered commodity inventory, which consists of stocks available for shipment to program for which shipping instructions have not been issued, also declined. This portion stood at 207 million pounds in September compared to 242 million in August. The 207-million figure was the lowest one for the calendar year. Except for August, only May, with 378 million, had previously fallen below 400 million. The September total likewise amounted to only about 20 percent of the total for the corresponding 1945 month.

The unordered portion of the September inventory amounted to only 23 percent of the month's total. The low percentage outlines sharply the change prevailing this year compared to 1945 in the ratio of ordered to unordered inventory. Where in early 1945 more than 60 percent of all inventory represented unordered stock, it has during 1946 dropped to an average of less than 50 percent. This year it amounted to 51 percent in January, 42 percent in February, 41 in

March, 49 in April, 41 again in May, 40 in June, 39 in July, and 25 in August. Compared to the 23 percent of September this year, the unordered portion in September, 1945 amounted to 75 percent.

Total CCC-owned stocks acquired prior to January 1, 1946, which includes commodities for which disposition has not been arranged as well as those stocks ordered to programs but not reported shipped as of September 30, amounted to only 453 thousand pounds. This was about 4.30 million less than the August 31 total of 4.75 million, and 10.93 million

below the amount existing at the end of July. Of the over-age commodities remaining on September 30, approximately 75 percent or 340 thousand pounds represented special commodities. Fruit and vegetables amounted to almost 57 thousand pounds and fats and oils to almost 56 thousand pounds. Dairy products totaled 266 pounds and livestock products 36 pounds. No poultry, grain, sugar or tobacco remained.



Of the CCC-owned stocks acquired prior to January 1, the portion representing stocks ordered to programs but not shipped amounted to 92,590 pounds or 21 percent of the total. This category consisted of all fats and oils, aggregating 55,825 pounds, and 36,765 pounds of special commodities.

Over-age stocks as a percent of total inventory amounted to only 0.050 on September 30. The percentages were 0.48 at the end of August and 0.99 at the end of July. In terms of pounds, the biggest drop took place in fruits and vegetables which declined 2.63 million pounds. (See Chart 9.) Special commodities fell 1.39 million pounds, grain products 130 thousand, dairy products more than 83 thousand, livestock more than 50 thousand, and fats and oils about 4 thousand. The largest percentage declines occurred in grain products, dairy products, and livestock. Grain products dropped 100 percent, dairy 99 percent, and livestock 98 percent. Fruit and vegetables fell almost 98 percent, special commodities 80 percent, and fats and oils 7 percent.

WAREHOUSE FACILITIES

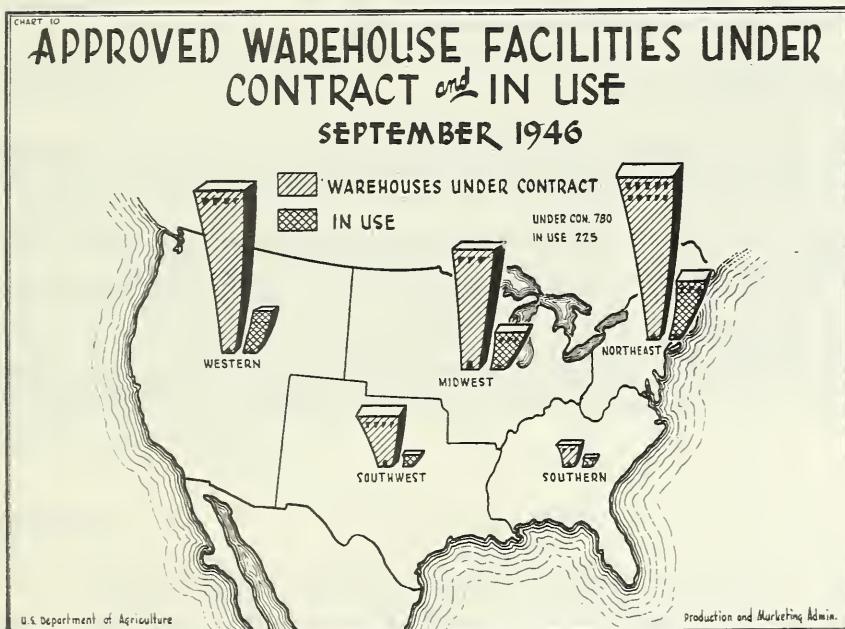
Contracts

The Branch was able to reduce the number of warehouse contracts in effect during September. The total declined from 846 on August 31 to 744 at the end of September, a reduction of 12 percent. Thirty-three percent of the contracts outstanding on September 30 were with warehousemen in the Midwest. Thirty-two percent were with warehousemen in the Northeast, 16 percent in the West, 11 percent in the South, and 8 percent in the Southwest. The Northeast had 238 contracts, which was 13 less than the August total. The Midwest dropped from 331 in August to 244, and the Southwest from 67 to 59. The West gained 6 to total 124. No change occurred in the South which reported 79 each month.

Facilities

The 744 contracts in force covered 780 approved warehouse facilities suitable for the storage of PMA commodities. This was 153 fewer facilities than the August total and 463 below July.

All Field Offices experienced changes. The Northeast dropped to 256, a reduction of 13. The Midwest had only 173 on September 30 in comparison with 424 a month earlier, and the Southwest declined from 91 to 75. The South, on the other hand, gained 5 to total 38, and the West more than doubled, rising from 116 to 238. (See Chart 10.)



the approved facilities under contract were in use on September 30. A month earlier 256 facilities had been in use but that was only 27 percent of the total under contract. The Northeast led in the number of facilities being utilized with 84. The West had 52, the Midwest 50, the South 23, and the Southwest 16. Sixty percent of those facilities located in the South were in use on September 30. Utilization in the other areas amounted to 33 percent in the Northeast, 29 percent in the Midwest, 22 percent in the West, and 21 percent in the Southwest.

Approximately
29 percent or 225 of

INSPECTION AND MAINTENANCEWarehouse Inspection

During September the Maintenance Division received 221 subsequent examination reports and 8 original warehouse examination reports from

the Marketing Facilities Branch. (See table.) In August there were 221 subsequent examination reports and 22 original warehouse examination reports. The Marketing Facilities Branch removed 16 warehouses from the approved list in September compared to 27 in August.

Field Offices	Whse. Exam. Reports Rec'd	Wses. Removed From Approved List By MFB	Orig. Exam. Reports Rec'd
Northeast	88	7	1
Midwest	60	4	0
Southern	13	0	0
Southwest	18	1	0
Western	42	4	7
Total	221	16	8

Inspection Requests and Reports

The Division made fifty-seven requests for inspection to the Commodity Branches during September compared with 53 for August. Of the

Field Offices	Inspection			Inspection Reports			
	Originated F.O.	Ref. To F.O. By Wash.	Total	Received F.O.	Ref. To Wash.	By F.O.	Total
Northeast	10	1	0	11	1	1	0
Midwest	0	11	0	11	0	11	0
Southern	1	1	0	2	0	1	0
Southwest	30	2	0	32	28	0	28
Western	1	0	0	1	0	0	0
Total	42	15	0	57	29	13	42

September requests, 42 originated in the Field Offices and 15 in the Washington Office. There were no referrals. September inspection reports totaled 42 as against 24 the previous month. The Field Offices received 29 reports during the month and the Washington Office 13. Fifteen reports were outstanding at the end of September. On August 31 the number of reports outstanding totaled 29. (See table.)

Sales Referrals

The Washington Office made 5 referrals for sale to the Commodity Branches during September compared to 3 in August. Sale of 4 of the September referrals has resulted.

Part Lots

Current information indicates that of the total part and disposition lots brought to the attention of the Maintenance Division since March 1, 1946, there were 282 lots shown in warehouses for the account of PMA on October 1. (See table.) Final disposition had occurred on 132 lots with

Status of Part and Disposition Lots					
Field Offices	Disposition Made	Awaiting Program	Claims Handling	Action Pending	Total
Northeast	103	21	5	51	180
Midwest	17	9	28	16	70
Southern	1	0	3	0	4
Southwest	10	0	8	2	20
Western	1	0	3	4	8
Total	132	30	47	73	282

sales totaling 123 and donations 9. Delivery of these lots has not yet taken place. Thirty additional lots are awaiting program, and the Claims Division is handling 47 more. Action is pending on the remaining 73 lots. Forty-four of these are awaiting program, 25 are being inspected, and 4 are being donated.

Salvage

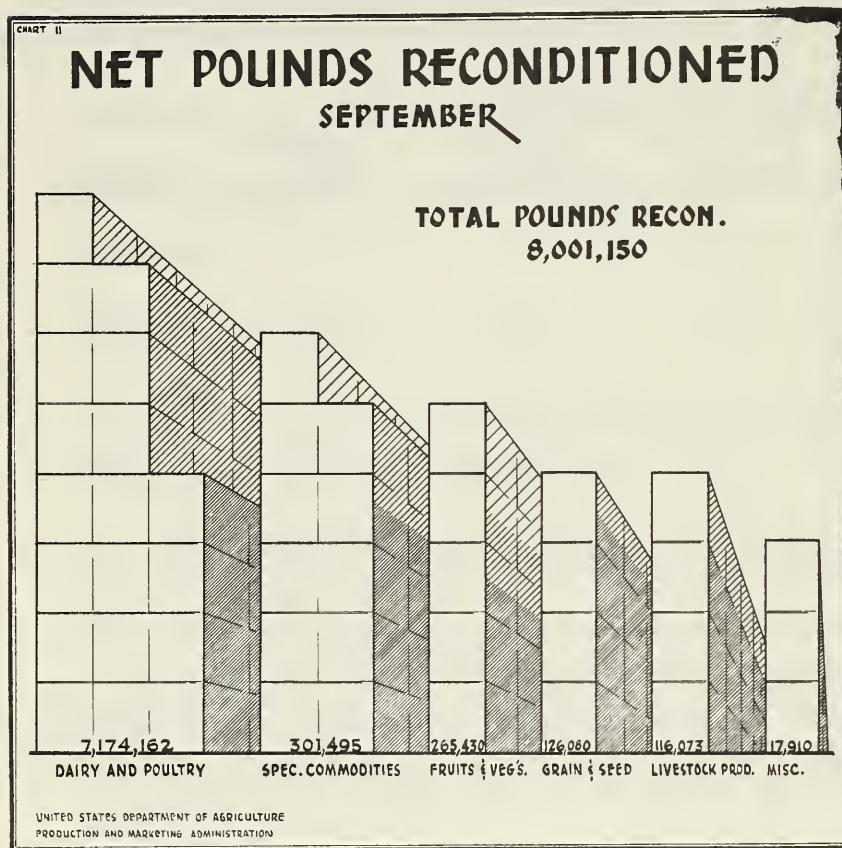
The Salvage Section sold 36 and donated 7 out-of-condition and/or odd lots and lots classified as salvage during September. In August there were 30 sales and 1 donation. The value of each donated lot was less than \$50. The Washington Office made 5 sales which included 4 representing lots declared by the Army and Navy under the Surplus Property Act. The Northeast Field Office made 14 sales, the Midwest 9, the South 6, and the Southwest and West 1 each. The Midwest made 6 of the donations and the Southwest the other.

Reconditioning and Recoopering

Commodities reconditioned and recoopered in September amounted to slightly more than 8 million pounds. The August total was approximately 5 million pounds. September likewise stood above July, the low month of the calendar year, but was considerably below June.

Nearly all of the September work occurred in the Northeast and the Midwest. The Northeast handled 4.23 million pounds and the Midwest 3.62 million. The South had 84 thousand pounds and the West 68 thousand. The

Southwest had no commodities requiring reconditioning. During August the Northeast reconditioned 2.40 million pounds, the Midwest 2.34 million pounds, and the South 300 thousand pounds. The Southwest and West had no reconditioning work during that month.



during the month. Other reconditioning increases occurred in livestock products, special commodities, and Red Cross commodities.

Special commodities rose from 6 thousand pounds in August to 301 thousand. Livestock products increased from 12 thousand pounds to 116 thousand. Red Cross commodities totaled 18 thousand pounds compared to none in August. There were two decreases. Grain and seed dropped from 1.50 million pounds to 126 thousand, and fruit and vegetables declined from 357 thousand to 265 thousand. (See Chart 11.)

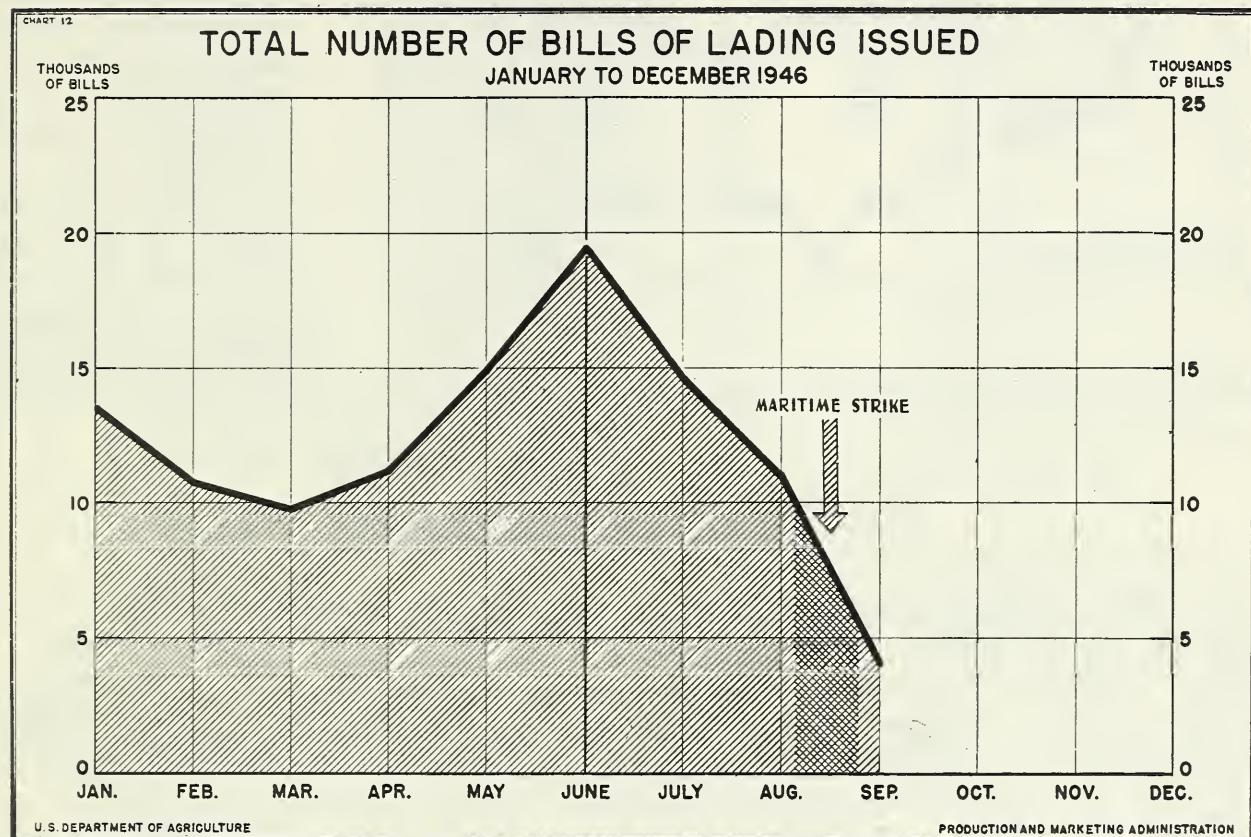
Fumigation work in grain products amounted to 24.33 million pounds during the month. The Southwest handled 23.18 million pounds and the South the remaining 1.15 million.

The reconditioning of dairy and poultry products more than doubled in September. The total amounted to 7.17 million pounds compared to 3.17 in August. Workers at the Bronx Terminal Market nearly completed the packaging of frozen eggs from Purchase Program PY-5

BILLS OF LADING

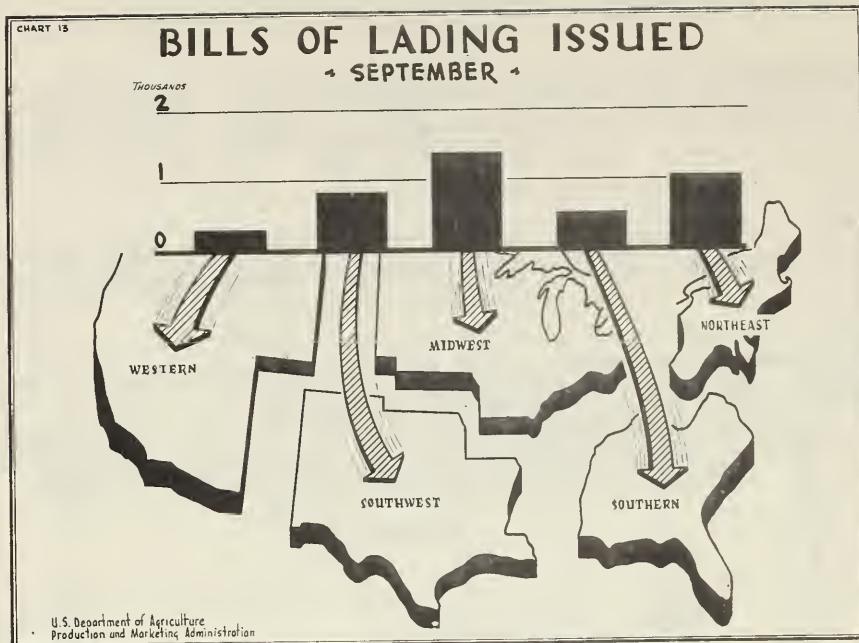
Bills of lading issued in September totaled 4,138. The number of issuances amounted to 10,986 during the preceding month. (See Chart 12.)

All areas declined in September. Where in August the Northeast had led followed by the Midwest, in September the Midwest stood first



and the Northeast second. The other areas ranked as before, the Southwest third, the South fourth, and the West last. The Midwest issued 1,429 ladings compared to 3,554 in August. The Northeast had 1,061 compared to its previous 3,930. The Southwest had 815 as against 1,641, the South 506 as against 1,058, and the West 327 in comparison to 803.

In percentage of total September ladings issued, all areas except the Northeast made gains. The Northeast dropped from 36 percent in August to 26 percent. The Midwest rose slightly from 32



which are moved on commercial rather than Government

percent to 34. The Southwest climbed from 15 percent to 20, the South from 10 percent to 12, and the West from 7 percent to 8.

A balance between the number of bills of lading issued and the number of cars shipped is not always possible. It is necessary, for example, to give consideration to factors such as shipments of various commodities purchased FOB port ladings.

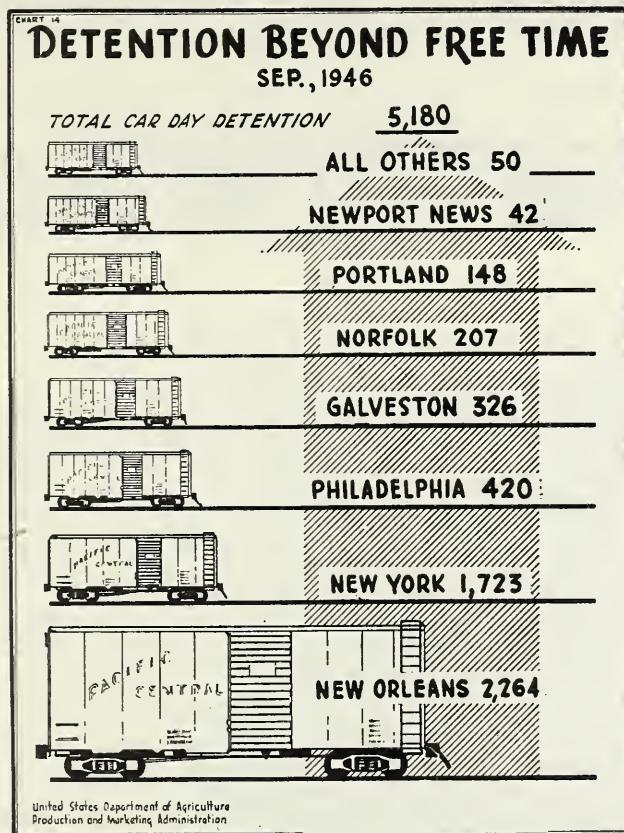
CAR DETENTION (BEYOND FREE TIME)

Cars detained beyond free time in September dropped below August despite the prolonged maritime strike. The September total reached only 989 cars in contrast to 2,180 cars in August, 1,982 in July, and 3,056 in June. Approximately 85 percent or 838 cars of the September detentions were box cars, and 15 percent or 151 cars were reefers. The heaviest detentions developed at the port of New Orleans which reported 566 cars. The number at this port the previous month had been 1,223. New York was second during the past month with 162 cars, of which 151 were reefers. Galveston had 121 cars, Philadelphia 42, Portland, Oregon 37, Newport News 21, Houston 19, San Francisco 11, Norfolk 9, and Mobile 1. There were no detentions at the ports of Baltimore, Boston, Beaumont, Lake Charles, Savannah, Gulfport, or Los Angeles. In addition to New Orleans, all other ports except Philadelphia and Portland detained fewer cars in September than in August.

The nine cars detained at Norfolk stood an average of 23 days. At New York, the average detention time was 7.84 days on reefers and 4.90 days on box cars. Four days was the average at New Orleans and Portland. Galveston reported 2.7 days, San Francisco and Newport News 2 days, and Houston 1.18. One car remained at Mobile 6 days.

Total car-day detentions dropped from 7,104 in August to 5,180 during September. This was equal to a decline of 27 percent. New Orleans exceeded all other ports in car days with 2,264. New York had 1,723, Philadelphia 420, Galveston 326, Norfolk 207, and Portland 148. Newport

News reported 42 car days, San Francisco and Houston 22 each, and Mobile 6. (See Chart 14.)



The number of cars released at ports in September was lower than in August. The total declined from 11,225 to 5,979. The Northeast dropped from 4,737 to 2,819, the South from 2,801 to 1,357, the Southwest from 2,478 to 1,453, and the West from 1,209 to 350. Approximately 47 percent of the cars released were in the Northeast, 24 percent were in the Southwest, 23 percent in the South, and 6 percent in the West.

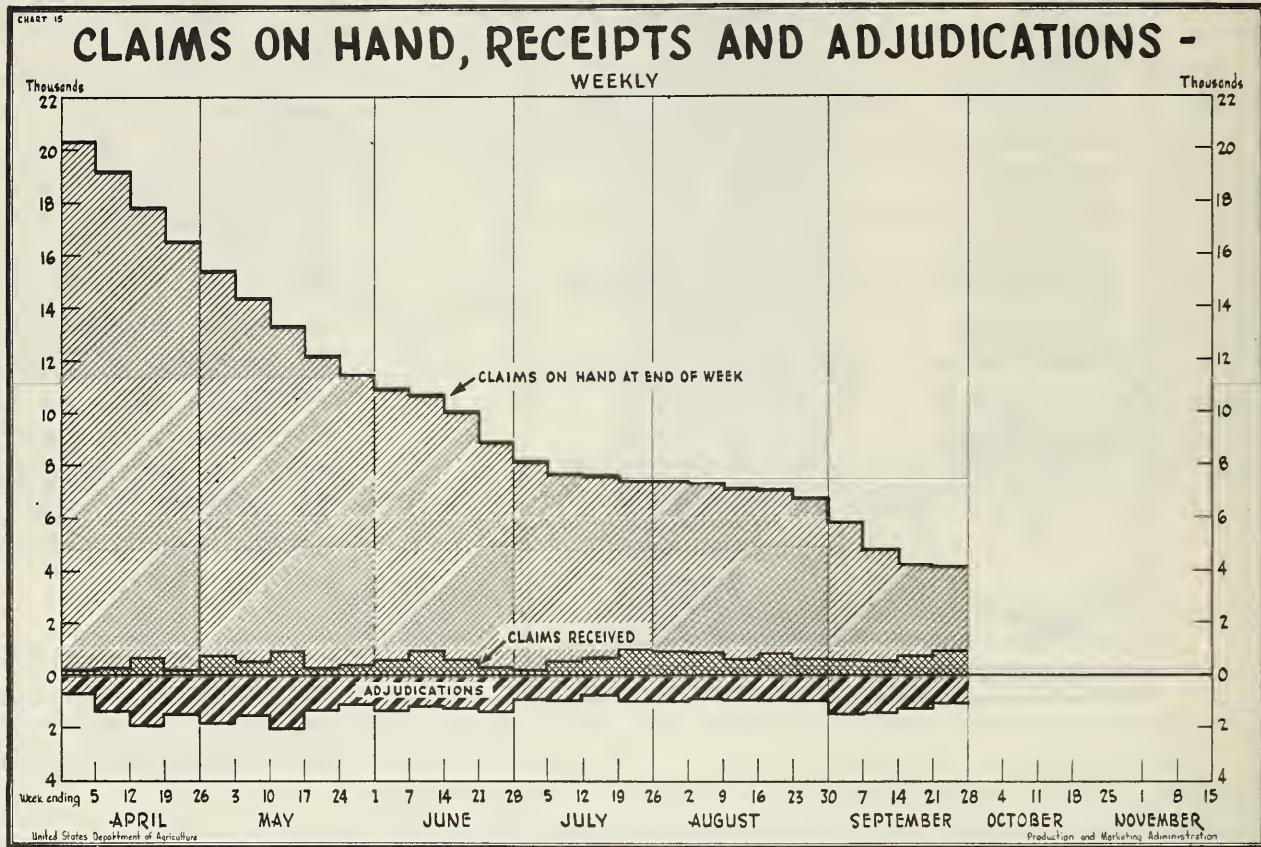
Detentions as a percent of cars released amounted to 77.9 percent at New

Orleans. They constituted 63 percent of the total at Galveston. They exceeded 32 percent at Philadelphia, totaled 25.5 percent at Portland, 20 percent at Norfolk, 8.9 percent at Houston, 7.9 percent at San Francisco, 6.6 at New York, 2.4 at Newport News, and less than 1 percent at Mobile. The total for all ports combined was 16.5 percent.

	Cars Released at Ports in September	Cars Detained Beyond Free Time	Detentions as % of Cars Released
New York	2,451	162	6.6
Newport News	880	21	2.4
New Orleans	726	566	77.9
Beaumont	322	0	0.0
Baltimore	240	0	0.0
Houston	213	19	8.9
Savannah	206	0	0.0
Galveston	192	121	63.0
Portland, Ore.	145	37	25.5
San Francisco	138	11	7.9
Philadelphia	128	42	32.8
Gulfport	114	0	0.0
Mobile	112	1	0.8
Los Angeles	67	0	0.0
Norfolk	45	9	20.0
Total	5,979	989	16.5

CLAIMS 1/

The number of claims on hand dropped to 4,107 on September 30. The total contained only 570 claims still unsettled from an original backlog



of more than 30,000. The remainder of the load consisted of current cases.

The September 30 figure stood 2,611 claims or 39 percent below the 6,718 cases on hand September 1. The 2,611 decrease represents the margin by which adjudications exceeded new incoming claims during the month. Adjudications totaled 5,398. New claims aggregated 2,787. (See Chart 15.)

By comparison, the reduction achieved in August amounted to 661 cases or 9 percent of the total on hand at the beginning of that month. August adjudications totaled 3,645 and new claims 2,984.

Collections were reported on 3,862 claims during September. In August the number totaled 3,077. The monetary value of September collections amounted to \$219,335.35. By weeks, the value ranged from a low of \$21,782.11 during the week of September 22-28 to a high of \$110,198.19 the week of September 1-7.

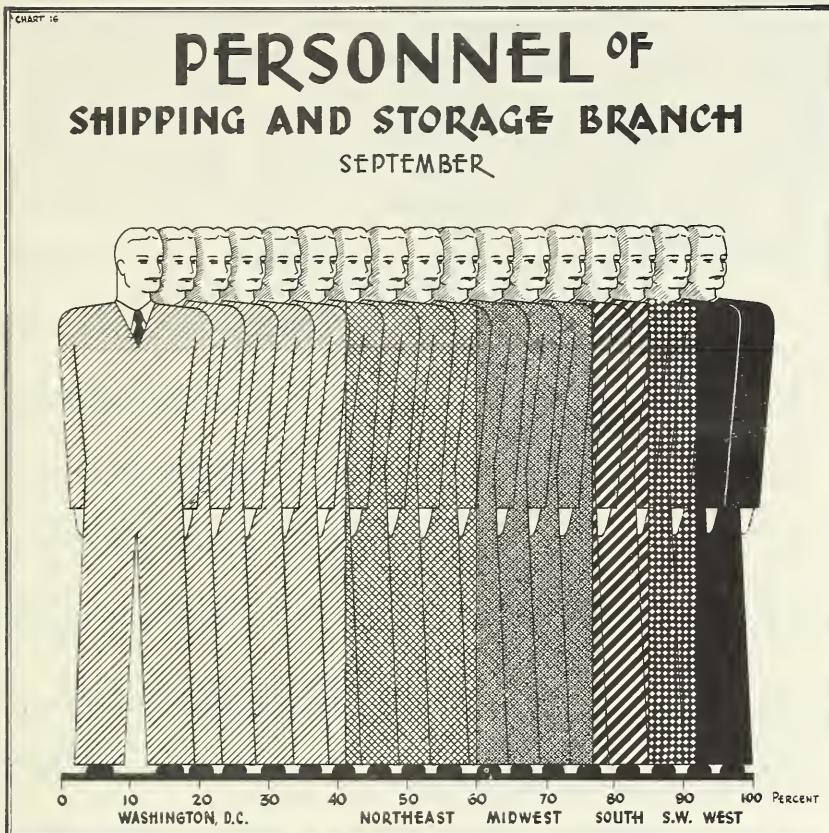
1/ Includes Claims Section of New York Field Office.

PERSONNEL

The number of personnel employed in the Shipping and Storage Branch totaled 1,156 on September 30, 1946.

This was 176 fewer employees than were reported on August 30. Although all offices made reductions in force, very little change occurred in the percentage distribution of personnel. At the end of September, employees in Washington equaled about 41 percent of the total and those in all Field Offices about 59 percent. The Northeast had 19 percent, the Midwest 17 percent, the South 8 percent, the West 8 percent, and the Southwest 7 percent. (See Chart 16.)

A month earlier the distribution was Washington 42 percent,



Northeast 19 percent, Midwest 17 percent, South 8 percent, and the Southwest and West each 7 percent.

Shipping and Storage Branch Field Office personnel devoted, in addition to their regular functions, an estimated 1,703 man-hours toward the handling of Basic Commodities for the various Commodity Branches. The total had been 2,658 man-hours in August and 1,930 in July. The Southwest led all other Field Offices with 1,248 man-hours. The South utilized 350 man-hours and the West 105.

Field Offices personnel also handled 1,978 cars of commodities not covered by PMA bills of lading.

NATURAL COOLER FACILITY 1/

The tempo of shipping and storage activities at the Natural Cooler increased during September. On August 31 there were 989 car loads of commodities, aggregating 18,335 tons, in storage at the Cave. During September the Cave received and unloaded 245 cars containing 4,157 tons. It loaded and shipped 142 cars. The balance of commodities on hand on September 28 was 1,098 cars, equal to 20,054 tons. Four different commodities were in storage. Potatoes constituted about 53 percent of the inventory, dried whole eggs 32 percent, and alfalfa meal 15 percent. A very small quantity of concentrated grapefruit juice, 19.6 tons, represented the fourth commodity.

1/ All data for the Cave has been included in the Midwest total.

MISCELLANEOUS WORK MEASUREMENTS

Each Field Office as Percent of F. O. Total

	NE	MW	SO	SW	W
Orders to Ship	57%	18%	8%	10%	7%
Bills of Lading	26	34	12	20	8
Shipments from Vendors	42	37	2	13	6
Shipments from Whses.	51	11	11	17	10
Reconsignments	56	0	6	35	3
Arrivals at Whses.	38	22	15	7	18
Arrivals at Ports	45	0	27	25	3
Liftings at Ports	39	0	24	32	5
Whse. Facilities in Use	37	23	10	7	23
Average	43	16 ¹ / ₂	13	18	10
Personnel	33 ² / ₁	29	13	12	13

1/ This Field Office handles no port operations.

2/ Excludes Claims Section personnel.

PERSONNEL OF SHIPPING AND STORAGE BRANCH

(12)		(13)		(14)		(15)		(16)		(17)		(18)		(19)	
NORTHEAST		MADWEST		SOUTHERN		SOUTHWEST		WESTERN		NATURAL		TOTAL FIELD		GRAND TOTAL	
JAN. 1945	319	118	47	46		173		703		1004					
FEB.	322	118	43	43		178		704		1018					
MAR.	325	121	47	42		171		706		1021					
APR.	323	114	42	41		171		691		1016					
MAY	314	120	42	49		163		688		1022					
JUNE	300	125	40	53		165		683		1023					
JULY	310	130	44	65		172		721		1064					
AUG.	299	143	44	65		165		716		1046					
SEPT.	315	133	41	72		153		714		1067					
OCT.	323	132	45	73		150		723		1090					
NOV.	320	141	48	83		142		734		1082					
DEC.	324	148	49	72		137		730		1082					

AVERAGE NUMBER OF CARS HANDLED PER FIELD OFFICE EMPLOYEE 1/

During September					
	NE <u>2/</u>	MW	SO	SW	W
Shipments from Vendors	13.6	12.7	1.5	10.5	4.9
Shipments from Whses.	5.8	1.4	2.9	5.0	2.9
Arrivals at Whses.	2.5	1.6	2.3	1.1	3.0
Reconsignments	7.1	0.1	1.8	11.3	1.0
Arrivals at Ports	9.7	-	13.9	13.9	1.6
Liftings at Ports	7.6	-	12.1	16.3	2.5
Total Handlings in Sept.	46.3	15.8	34.5	58.1	15.9

1/ Average for month.2/ Claims Section personnel omitted.

EMBARGOES AND STRIKES IN EFFECT DURING SEPTEMBER

1. Embargo 495, export freight to all ports, September 5 to September 23.
2. Embargo 703, export freight to New York, August 21 to September 5, when replaced by Embargo 495. Reinstated on September 23 and remains effective.
3. Embargo 129, export freight to Galveston, Houston, and Texas City, August 21 to September 5, when replaced by Embargo 495. Reinstated on September 23 and remains effective.
4. Embargo 528, export freight to Los Angeles, September 25 to present.
5. New York truck operators' strike, September 1 to September 20.
6. Nationwide maritime strikes, September 5 to present.

